## THE RAIL RATE WARS

Brought About by the Weak, Roundabout Lines of Road.

THEIR POWER FOR GOOD OR EVIL

Startling Facts That Could be Verified by a Peep at the Books.

A HINT TO PITTSBURG SHIPPERS

IWRITTEN FOR THE DISPATCH.

Just now many prominent railroad men of the United States are trying to impress the public with the idea that pools are a necessity; that without them rate wars and and the consequent shrinkage of securities cannot be avoided. There is this much truth in this stand: Without a strict enforcement of the long and short-haul clause rate wars are unavoidable: with it they are not. The history of rate wars in this country shows that they are almost invariably brought on by the weak, roundabout lines. To Illustrate: Suppose two important cities, 500 miles apart, are served by three direct lines, who derive a large revenue from the traffic between the two cities. There will always be one or more round-sbont lines which, though not in condition to handle much of this traffic themselves, are a sufficiently disturbing element to make it an object to the direct lines to buy them off. The way to do this formerly was to form a pool giving the roundabout lines a percentage of revenue more than they could possibly earn, virtually bribing them to keep the peace. This was really a levy of blackmail by the pirate lines on the legitimate lines. Of course, in order to pay this blackmail, the direct lines had to charge shippers higher

#### WHAT BOOKS CAN SHOW.

An examination of the books of some of the large Western railroads for five years prior to 1887 would reveal some startling acts. The writer knows of cases where rail ways have paid over to other lines in pools 40 and 45 per cent of their earnings; that is to say, that out of \$100,000 earned by carry ing freight between certain points, a rail way would pay to competing lines in the pool \$40,000 to \$45,000. Consider for a minute what an outrage on justice such a proceeding is. It is wrong-ing both the stockholders and the public. The public pays to the railroad \$100,000; of this the railroad keeps \$60,000 to pay operating expenses, dividends, etc., and gives away the other \$40,000 to parties who have rendered no service whatever. Now, either the public have been charged \$40,000 too much or the owners of the railroad have been cheated out of that amount. Yet this is the sort of thing that Mr. Chauncey Depew and other prominent railroad men want legalized. In other words, they want the strong arm of the law to authorize them to extort from the public money with which to pay blackmail. Their plea is that unless they are allowed to do so, rate wars cannot

Let us see. As stated above rate wars are almost invariably inaugurated by the roundsbout line. The reason of this is that the shipper always seeks the best service for his money, and so long as rates are main-tained the direct lines get the bulk of the business, so there is always a temptation to the roundabout line to cut rates. If allowed to reduce rates to terminal points without reducing to intermediate points the round-about line can be a potent factor for evil; but take away this power, compel it to reduce intermediate rates as it reduces the through rate, and its power for evil is gone. or aroundabout line, necessarily, has more intermediate territory to protect than the direct line, and can therefore only reduce its through rates to a certain point.

fice more revenue from local business than be obtained through. At the same time it is

To go below that point would be to sacri-

A STANDING MENACE to the direct lines, preventing them from putting up through rates too high; for the very minute the direct lines put through rates up to the point that will enable the roundabout line to come in without sacrificing local revenue, in she comes. Thus we see that with pools forbidden and the long and short haul principle enforced, the roundabout line becomes an influence powerful for good and powerless for evil; but with pools permitted, and the long and short haul principle ignored, the round about line becomes an influence powerful

for evil and powerless for good.

Everybody recognizes that the railroad has been a great factor in the development of this country; that without it we must necessarily have been far behind our present stage of progress; yet we must also recognize that a wise control on the part of both State and National Government is essential, and the railroad official naturally a law obeyer. A majority of the subordinate officials welcomed the inter-State law There were many things they were called upon to do under the old regime that were distasteful, that grated against their sense of justice; but they felt that loyalty to their employers requires them to be done. A traffic manager was frequently compelled to discriminate in favor of the heavy shipper or lose his business. Generally be disliked to do it, because his sense of justice told him he was wronging the big shipper's competitor; but he also felt that he must do it or resign his position, otherwise he would not be doing his duty to the company that employed him. Consequently he welcomed legislation that compelled him to cease doing these disagreeable things. Even the highest officials showed, at the start, a disposition to obey the inter-State commerce law implicitly. The commission had only to let it be understood that such obedience would be required and it would have been rendered. The contempt in which the law is now held by the transcontinental lines is the result of the weakkneed policy of the commission in enforcing it. Had a firm policy been pursued from the beginning, by this time everything would have been working smoothly. Both the public and the railways would have been better off. Rates would have settled down to a stable basis, remunerative to the carrier and satisfactory to the shipper. Instead of this, rates are changing with the moon; and unstable rates are very annoying to shippers. They cannot tell to-day what count on next month; and to a large class of shippers it is of very considerable moment to know what freight rates are to be one, two, three and even six months ahead. For the first six weeks after the inter-State commerce law went into effect things worked nicely. You couldn't persuade a railroad agent to countenance anything like dis-crimination; but gradually they woke up to the fact that there was no danger of punishment for violating the law; and this feeling has spread until pow the most inconsiderable subordinate wili pooh-pooh the idea of the law interfering.

## WHERE THE PAULT LIPS.

This state of affairs is the fault of the commission and not of railroad officials. The framers of the law knew that it would not enforce swelf and committed the interests of the public to a commission, much as the enforcement of State 18ws is committed to police and prosecuting attorneys. It was the act as tribunes of the people; they should look out violators and bring cases against violators in the proper courts, they representing the general public in these cases. Instead of this they have resolved them selves into a court and wait for cases to be brought before them. Except in specific cases this court must hear but one side, that of the railroads; for who is there to appear for the people? Even in specific cases of discrimination it is a new thing for a firm or individual to fight a railroad company. It is too expensive. Often the parties are too much at the mercy of the railroad officials to to dare anger them. Of course, this last is less frequently true east of the Mississippi sale at R. S. Davis' and at 423 Smithfield st.

river; but in the West, along the lines of the great systems, it is often true. A HINT TO PITTSBURG SHIPPERS

Since July 1, 1887, thousands of tons of various kinds of freight have been shipped from this vicinity to points in the West and South, where the charge has been greater than to a tarther point on the same line, in vicinition of the fourth section of the inter-State commerce law. Much of this freight has been sold delivered, the shipper paying the charges. Now there is nothing in the world to prevent shippers recovering from world to prevent shippers recovering from the railroads the amount charged over and shove what the charge would have been had the freight gone to a farther point. For in-stance, freight has been shipped to points on the Southern Pacific system and the Atchison system at a greater cost than would have been made had it been going to San Francisco and to points on the Oregon Short Line and Northern Pacific; at a greater cost than would have been made for the haul to Portland. I am of the opinion that suits brought in a United States Court to recover the overcharge would win, for the reason the fourth section has never been set aside by the Commission as provided by law; hence any charge to an intermediate point higher than to a further point is illegal, and can be recovered. Many thousands of dol-lars can be recovered by Pittsburg shippers if they wish to take advantage of this fact.

#### IT PAYS WELL ENOUGH.

TOM SHEA.

Why So Many Men Would be Congress Even for a Few Weeks.

PRPECIAL TELEGRAM TO THE DISPATCH.1 WASHINGTON, February 1 .- The new Congressmen will be sworn into office and take their seats before the expiration of the present session. One will succeed Governor Hovey, of Indiana, and the other will take the place of the late Representative Burnes. It has been a matter of general surprise that men could be found who were willing to undergo the trouble and expense of a cauvas for the honor of serving so short a time. An explanation of their readiness can be had in the fact that the salary and allowance of a Congressman for even a brief term amounts to a sum worth looking after. For amounts to a sum worth looking after. For instance, Mr. Posey, who has been elected to succeed Governor Hovey, will receive the regular salary of a Representative from January 13th to March 4th, amounting to \$670-81. He will also receive mileage amounting t \$366 40, and the regular allowance for stationary, which is \$125. Thus for six weeks' service he will receive \$1,162 21, which is too good a thing for even an Indianian to speeze at.

The successor of Mr. Burnes will receive in salary (estimated) \$492-36, mileage \$555,-20, and stationary allowance of \$125, making \$1,172-56. The Missourian's mileage amounts, therefore, to more his salary, and for about three weeks' service he will draw \$10 more than the Indiana man does for six weeks'

#### A NEW GENERATOR.

The Largest Electric Light Generator Now

Made in Pittsburg. The electricians of the Westinghous Electric Company are now occupied with the manufacture of a new generator for electric light plants which will be the largest machine of its kind in America. So far, only 3,000-light generators have been built in this country, and, at those places where the number of lamps would make one of them insufficient, another would be added.

The new generator will answer for 5,000 lights, however. It is a machine that weighs 30,000 pounds, and its introduction will have several advantages, one of then being that it will not take up so much room as two 3,000-light generators, and yet the Westinghouse Company has been prompted to this new improvement by the great increase in electric light stations.

# BEAVER ON THE FENCE.

Captain Drave Says Prohibition Will Winis the State.

Governor Beaver was in the city vester day, going to Butler. He said it wasn't necessary for him to sign the bill to submit the question of prohibition to the people, but he did so to show his sincerity. He was

Captain Dravo arrived in the city yester-He thinks prohibition will win. He dav. said he opposed the amended bill to put Allegheny in the second class until he could hear again from the people.

### AN OLD DODGE.

The B. & O. Said to be Cutting Dress

Beef Rates to Eastern Poluts. The Baltimore and Ohio road has been quietly cutting the dressed beef rates from Chicago to Eastern points. The other trunk lines have been notified, but a rate war is not feared. The chances are the Baltimore and Ohio will continue to cut, and the trunk lines will wink at the evasion of the agree-

Certain differentials are allowed the Grand Trunk, and the Baltimore and Ohio cuts will be put in the same class.

### A Railroad Party.

President McDonald, of the Seattle, Lake Shore and Eastern road; Chief Engineer Mohr and others, of Washington Territory, passed through the city yesterday, going east. They had been through the South west, and were inspecting railroads.

THE BURIED RIVER, a strong and by Joaquin Miller begins in to-morrow's DISby Joaquin Miller begins in to-morrow's DIS PATCH. Don't fail to read the opening chap

#### The Merchants' Building and Loan Asso cintion

Are rapidly selling their stock. Officers: James A. McAteer, President; S. B. Charters, Vice President; Henry Daub, Treasurer; James N. McMillen, Financial Secretary; R. A. Stevenson, Recording Secretary. Persons desiring to subscribe can do so at the following places: Henry Daub, 710 Smithfield st.; S. B. Charters, Third and Grant sts.; E. H. Debold, 1642 Penn ave. J. C. O'Donnell, 3340 Penn ave.: Houston Bros., 4901 Butler st.; J. A. Harbough, 512 Homewood avc.; J. H. Friday, Wylie and Fulton sts.; J. A. MoAteer, 256 Webster ave.; Stevenson Bros., 20 Robert st.; M. J. McDonnell, 149 West Carson st.; W. U. Willett, Eighteenth st. S. S.; W. H. Shaffer, 1819 Sarah st.; John Wolf, Jr., 2616 Sarah st.; W. B. Benton, 1 Knox ave.;

## J. E. Race, 22 Southern ave.

To-day is the last day of our successful \$8 style. Included in this sale are imported kerseys, chinchillas, elysians and fur beavers, worth all the way from \$25 to \$35. Our price to-day-and the last day at that-\$8. Many of these overcoats are silk and satin lined, and not one in the lot is worth less than \$25. Anyone who don't buy one of these to-day has himself to blame, as we expect to sell them out clean and clear by 10 o'clock to-night. At the price these garments are sold they are worth buying now and salting down for next season's us

P. C. C. C., Cor. Grant and Diamond sts., opp. the new Court House,

J. H. Johnston will remove about April to 706 Smithfield street, Bissel block. Clearance sale every day-immense bargains offered at No. 621 Smithfield street.

Opened to-day. A beautiful line of fine novelties, cards and books. JOS. EICHBAUM & CO., 48 Fifth avenue.

Valentines

INVALIDS call at 1102 Carson st. and be cured free of charge.

SHE WAS THE KISSER

Old Jacob Derstein Swears That Coltish Mrs. Schubkagle

COURTED HIM AND WOOED IN VAIN.

Breach of Promise All Mixed Up Between Two Gray-Tops.

A TOOTH-PULLING CASE PAYS LITTLE

The breach of promise suit of Mary Schubkagle against Joseph Derstein was taken up before Judge Magee yesterday. Mary Gang was the first witness. She is a daughter of the plaintiff. She lived in the second house from her mother, and Mr. Derstein lived between. The door between the houses occupied by Mrs. Schubkagle and Mr. Derstein was always open. Witness said that one day in July the defendant went in to see her mother, and said: "Look here, Mary." Witness looked and saw Mr. Derstein kiss her mother and then said, "That's all right; we understand, and I am going to marry your mother." A short time after that Mrs. Schubkagle was a witness in a suit of his, and Mr. Derstein closed the door between the two houses, and put paper in the keyholes, and kept the key. Some time after that the witness asked him: Mr. Derstein, how about my mother?" He said: "I'll not marry her. I don't want to keep another wife."

Joseph Derstein, the defendant, was called: but, owing to his being very hard of hearing,

was excused from testifying.

Mrs. Susan Showalter said the defendant ad called on Mrs. Schubkagle nearly every day. She saw him kiss her once, and pick her up and carry her over into another room. He was very affectionate toward the plaintiff at all times.

With this testimony the case for the plaintiff ended. Mr. Whitesell opened the other side of the case by saying he would show that the plaintiff was merely a friend to the defendant, and that she came in to see him often after his

wife's death in June, 1887. The defendant was then recalled and allowed to tell his story. He said: "I live on Ferry street and know the plaintiff, and after m wife's death I was sick in bed and Mrs. Schub while's death I was sick in bed and Mrs. Schub-kagle came in to see me often. After my old woman was dead, the plaintiff would come over and ask me if I was not afraid since my wife was dead. She brought me coffee and cake and whisky. We never had no more talk to that woman about marriage than to the sun and moon. That woman has run my character down until I have lost all my money and name. I am in my 68th year. I borrowed \$200 from her and I paid it back, but she still owes me a month's rent." month's rent."
Mr. Whitesell—Did you ever kiss this

woman?
Witness—This woman came to my room five or six times in the morning and kissed me; I or six times in the morning and kissed me; I didn't do it.
Mr. Whitesell—That will do.
Witness (returning from the stand)—I hope you won't hang me!
Mary Mentzburg said she had heard Mrs.
Schubkagle say once that she wanted to marry the plaintiff, but that he would not consent.
Alderman Stark had the records of some cases between the plaintiff and defendant in 1887; but they were not allowed to be put in evidence.

dence.
The defense closed, and Mrs. Schubkagle was recalled. She denied saying any of the things testified to by Mrs. Mentaburger. She said she would be 64 years old in April next. The counsel then addressed the jury. When court adjourned the jury was still out. The verdict will be announced at the opening of court this morning. court this morning.

#### TO TRY UNCLE SAME STITE Federal Grand Jury Drawn From All Sec-

tions of the State. United States Marshal Miller yesterday drew the grand jury for the March term of the United States Court, to be held at Scrauton. The following is the list of the grand jurors: Charles Luhr, brewer, Elk county: Orrin C. Al-len, Attorney, Warren; Gabriel Hall, gent, Bedford county; Simon Uycum, gent, Redford county; J. R. Penn, banker, Oil City: Daniel H. Fulmer, J. R. Penn, banker, Oil City: Daniel H. Fulmer, farmer, Nulton: James M. Kenney, insurance agent, Pittsburg; J. E. Rose, farmer, Tloga county; Patrick Lynch, clerk, Wilkesbarre; J. P. Lesile, alderman, New Castle; Charles Jutte, coal merchant, Pittsburg; Andrew Cassidy, gent, Indiana; Robert M. Allen, merchant, New Castle; Daniel Boden, superintendent, Mansfield borough; S. W. Kellar, merchant, Seranton; Charles Reisfar, Secretary of Central Board of Education, Pittsburg; Robert Taggart, oil broker, Tidioute: John Stanton, superintendent, Scranton; Carroll S. Duff, letter carrier, Pittsburg; John T. Harris, chief of police, Johnstown; H. M. Wise, farmer, Harmony; Thomas B. Clark, gent, Pittsburg.

To-Day's Trial Lists. Criminal Court-Commonwealth vs Charles H. Grier, Daniel Grier, Peter Ketterly, Andrew Harcam.

Lines From Legal Quarters. In the Criminal Court yesterday Patrick Morrow, of Soho, was acquitted of the charge of selling liquor without license.

A SUBPŒNA in divorce was issued vesterday in the case of F. A. De Haan against Rosalie A. De Haan. Infidelity was alleged. JAMES OLD yesterday received a verdict against Mansfield & Co. for \$500, for royalty for

the year 1887, in his suit for infringement of a In the suit of John H. Johnson against Dr. J. O. Flower, the dentist, for damages for injuries claimed to have resulted from the pulling of a tooth, a verdict was rendered yesterday for the plaintiff for δ'4 cents.

MRS. MARGARET DALLMEYER Yesterday entered suit against Felix Hawkins and Messrs. Hunt & Clapp. She claimed \$200 damages for a plate glass window broken by the plaintiffs in lowering goods from an upper story by ropes. In the case of Mary J. McNish, executrix of the heirs of H. L. McNish, deceased, against Joseph A. Steen, James Brown, C. B. Willey and John H. Mullin, a verdict was rendered for the plaintiff yesterday for \$4,276 88. The suit

was on a mortgage. COLONEL ALLEN, United States District Attorney for the Western District of Pennsylvania, received a letter yesterday from the Department of Justice stating that a certain strip of ground near the approach of Dam No. 8, in the Monongahela river, had been condemned by the Government.

THE suit of Joseph Bayless against H. M. Cookson, for damages for false arrest, is on trial before Judge Ewing. Bayless, it is stated was arrested on a charge of arson preferred against him by Cookson, who accused him of setting ore to the Methodist Church which was hurned down at Iowa station on the Allegheny Valley railroad, where both parties reside. Bayless was tried and acquitted and then brought suit for damages. brought suit for damages.

The jury is out in the case of Andrew J.

Murray against the city of Pittsburg for wages Murray was employed for five years as inspec-Murray was employed for five years as inspector of pipes and lines for the Water Department, and received \$2.50 per day. The ordinance creating the position placed the salary at \$3 per day, and Murray, after his discharge, sued for the extra 50 cents a day for the time he had worked. In his charge to the jury Judge Stowe directed the jury to find for the plaintiff at 50 cents a day for every day he had worked at inspecting pipes and lines, but to allow him nothing for the days he was at other work for the department, no matter what it might have been.

A PETITION was circulated in the Criminal

A PETITION was circulated in the Criminal Court yesterday for the pardon of James C. Brown, who was sentenced on September 1 to nine months in the workhouse for embezzlement. Brown was Treasurer for the Painters' Assembly of the K. of L., and, while intoxicated, spent the funds in his possession. The petition for a pardon was signed yesterday by Judge Collier, the sentencing Judge; Sheriff McCandless, Clerk of Courts McGunnegle, County Detective Langhorst, Deputy Sheriffs Steele and Smith and a number of others. A second petition is being circulated in Allegheny, and both will be sent to the Pardon Board shortly. Brown, who was sentenced on September 1 to

A Partner Receives a Present.

In commemoration of the first anniversary of their connection in business, Mr. James W. Drape, of the firm of Drape & Co., 129 Fourth avenue, presented his partner, Major James Geover, with a handsome solid silver water pitcher yesterday. There were several friends in the office and pretty

At the Top

Of his profession is Dr. Charles S. Scott. 624 Penn avenue. If you wish your teeth re-moved without the slightest pain he is the man to go to. He has had more experience in that line than any other dentist in the city, and does not know the meaning of the

### OFFICIAL-PITTSBURG

TIEWERS' REPORT-On the construction of a public sewer on South Twenty-fourth street, from Josephine to Mo-

On the construction of a public sewer on South Twenty-fourth street, from Josephine to Monongahela river.

To the Seiect and Common Councils of the city of Pittsburg:
The undersigned, Viewers of Street Improvements in the city of Pittsburg, appointed by the Court of Common Pleas of Allegheny county, and authorized by an ordinance passed on the 18th day of March, A. D. 1887, acopy of which is hereto attached, te make an assessment of the cost and expense of constructing a public sewer on South Twenty-fourth street from Josephine street to Monongahela river. In said city, upon the property benefited thereby under the provisions of and in accordance with an Act of Assembly of the Commonwealth of Pennsylvania, entitled, "An Act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, alnes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approve the 14th day of June, A. D. 1887, respectfully report:

That, having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said Act to discharge the duties of their appointment that, having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said Act, and having given to the owner of each lot 10 days' notice of the time and place of meeting, they met on the lift day of January, A. D., 1889, at the office of the Board of Viewers, in the city of Pittsburg, heard all complaints and evidence offered, and having made all modifications and correctio

ment of cost, 2,420 lineal feet 24-inch pipe sewer, \$3 09... 10 drops, \$59... 7 manholes, \$35 9 cubic yards masonry, \$12, 20,525 pounds castings g cubic yards masonry, \$12.
20,525 pounds castings (to Fisher F. and M. Co.), \$1 68.
Superintending, engineering, advertising, etc.
Printing ordinances and notices..... Printing ordinances and notices.....
Printing viewers' report.....
Making plan and serving notices.....
Viewers' time.

ASSESSED.

South Twenty-fourth street, east side, from Josephine street to Monongahela river—P. V. & C. R. R. (104), 114 feet. \$286 23 P. V. & C. R. R. (104), 114 feet. \$75 63 M. O. Phillips (32), 40.34 feet. 70 42 M. O. Phillips (32), 40.37 feet. 72 69 M. O. Phillips (32), 40.37 feet. 72 69 M. O. Phillips (32), 40.37 feet. 72 69 M. Allenburg (16), 20.14 feet. 36 34 Jnc. Knorr (31), 40.37 feet. 70 42 M. Pauman (16), 20.14 feet. 36 34 Jnc. Knorr (31), 40.37 feet. 70 42 M. Pauman (16), 20.14 feet. 38 61 Louis Schneider (42), 60.54 feet. 72 69 M. Schneider (42), 60.54 feet. 90 40 M. McCormick (45), 60.54 feet. 90 40 M. McCormick (45), 60.54 feet. 97 22 N. Schneider (58), 121.08 feet. 126 75 Malton M. E. Church (106), 121.08 feet 236 77 Edw. M. Yard, 121.08 feet. 270 63 M. Speed (17), 20.18 feet. 33 62 J. A. King (17), 20.18 feet. 33 62 J. A. King (17), 20.18 feet. 33 62 J. A. King (17), 20.18 feet. 33 62 Jos. Eichart (17), 20.18 feet. 33 62 Star Sand Co., Limited (52), 60.54 feet. 113 12 Clifton Wharton, 121.08 feet. 272 63 Republic Iron Works, 121.08 feet. 272 63 Republic Iron Works, 123.68 feet. 530 79 South Twenty-fourth street, west side—P. V. & C. R. R. (21), 121.08 feet. 47 70

V. & C. R. R. (21), 121.08 feet..... V. & C. R. R. 121.08 feet..... V. & C. R. R. 121.08 feet. A. Phillips (16), 20.18 feet. Bear (16), 20.18 feet. hr Friend (16), 20.18 feet. F. M. Bitss 10), 30, 18 feet.
B. Mallotth (15), 20, 19 feet.
T. Wise (15), 20, 19 feet.
C. Gunderlich (18), 20, 28 feet.
G. Slemon (18), 20, 16 feet.
Vic Darsch (18), 20, 19 feet.
L. Bitler (12), 15, 18 feet.
J. Smith (12), 15, 18 feet.
F. Saling (12), 15, 18 feet.
C. Schmidt (12), 15, 18 feet.
C. Breitweiser (16), 20, 17 feet.
G. Wagmeir (33), 40, 38 feet.
John Kalbfell (36), 121, 08 feet.
J. G. Foerer (16), 20, 17 feet.
J. G. Foerer (16), 20, 17 feet.
J. G. Foerer (18), 20, 40, 34 feet.
W. McKnight, 121, 08 feet.
F. J. Crossman (32), 40, 36 feet.
F. J. Crossman (32), 40, 36 feet.
F. J. Crossman (32), 40, 36 feet.
D. C. Phillips (17), 20, 18 feet.
John Sippel (17), 20, 18 feet.

John Sippel (17), 20.18 feet.
D. C. Phillips (17), 20.18 feet.
D. C. Phillips (17), 20.18 feet.
Charles Oalis (17), 20.18 feet.
John O. Phillips (50), 121.08 feet.
Jane O. Phillips (42), 121.08 feet.
P. & L. E. R. R. (21.08 feet.
P. & L. E. R. R. (115), 110 feet.

Edwards alley, west side, from rown to crown—

2., V. & C. R. R. (72), 186 feet......

V. & C. R. R. (231), 310 feet.....

Harcums alley, north side, from

\$7,329 37 crown to crown— Jane O. Phillips (15), 20 feet...... 

113 5

\$5,964 37 1,365 00

South side—
Bakewell, Phillips & Co. (17), 16 feet.
H. P. Burgwin & Co. (22), 20 feet.
Nich. Bick (22), 20 feet.
Bakewell, Phillips & Co. (44), 40 feet.
H. P. Burgwin & Co. (22), 20 feet.
Mundorf & Co. (74), 108 feet.

Jane street, north side, from crown to crown—\*
Chas. Kappell (22), 20 feet .....
Lawrence Walker (22), 20 feet ....
John Sweeney (18), 24 feet ....
George S. Friend (18), 24 feet ....
A. Hohmeyer (26), 24 feet ....

South side—
Fred Eckhart (15), 20 feet
John Kreuger (15), 20 feet
H. Stande (15), 20 feet
Larkins alley, north side, from
crown to crown— Morse sub-school district (74), 168 feet 

Andrew Suite (22), 20 feet

H. A. Schacker (22), 20 feet

A. C. Jarrett (44), 40 feet

Thos. J. Pierce (25), 24 feet

John A. New (65), 60 feet

Tobias Geschwender (22), 20 feet South side-Thomas Hager (20), 24 feet..... Aug. Burchfield (38), 40 feet. Louis B. Bitter (26),24 feet. Aug. Burchfield. 90 feet. Sarah street, north side, from crown

Edw. M. Yard (32), 20 feet ..... Jane E. Davis (20), 24 feet. Carey alley, north side, from crown South side-W. J. Jones (16), 20 feet

W. J. Jones (16), 29 feet.

M. B. Rohrka-te (27), 25 feet.
Fred Maul (20), 22 feet.
Urania Shook (22), 20 feet.
Mary Jones (22), 20 feet.
Henry Viererk (22), 20 feet.
John R. Speelman (22), 20 feet.
John Wilhelm (22), 20 feet.
Arthur Parslow (22), 20 feet.
Wright's alley, north side, from crown to crown— 

Wright's alley, south side—
Emma A. McKee (130), 226.37 feet...
Jane A. Phillips (48), 44 feet...
M. R. Hodge (24), 22 feet...
E. P. Hodge (24), 22 feet...
D. C. Phillips (48), 44 feet...
C. W. Phillips (48), 44 feet...
Laha Phillips (48), 42 feet...

Star Sand Co. (18), 20 feet... E. P. Hodges (16), 20.8 feet... speeches were made by all of them.

E. P. Hodges (16), 20.8 feet.

North side—
Clifton Wharton (102), 387 feet.
C. W. Phillips (82), 29.1 feet.
D. C. Phillips (86), 42.2 feet.
E. P. Hodge (50), 48 feet
E. J. Crossman (57), 52.5 feet.
Jane O. Phillips (67), 52.6 feet.
John O. Phillips (22), 20 feet.

Fox alley, north side, from crown to crown erown— Republic Iron Works (114), 408 feet... Jane O. Phillips (22), 20 feet.....

OFFICIAL-PITTSBURG. sman (46), 42 feet...... (lips (46), 42 feet..... C. W. Phillips (46), 42 feet.
E. P. Hodges (23), 21 feet.
M. R. Hodges (25), 21 feet.
D. C. Phillips (46), 42 feet.
John O. Phillips (46), 42 feet.
Wharton street, north side, from crown to crown—
Republic Iron Works (155), 481 feet.
P. d. L. E. R. R. (237), 316 feet.
Merriman's alley, north side, Twenty-fourth to crown ty-fourth to crown— P. & L. E. R. R. (259), 388 feet...... Respectfully submitted.
EDWARD JAY ALLEN,
DANIEL WENKE,
TIMOTHY O'LEARY, JR.,
PITTSBURG, January 17, 1889. fel

TIEWERS' REPORT-

VIEWERS' REPORT—
On the construction of a public sewer on Craig street, from Center avenue to Flifth avenue. To the Select and Common Councils of the city of Pittsburg:
The undersigned, Viewers of Street Improvements in the city of Pittsburg, appointed by the Court of Common Pleas of Allegheny county and authorized by an ordinance, passed on the 20th day of December, A. D. 1887, a copy of which is hereto attached, to make an assessment of the cost and expense of constructing a public sewer on Craig street, from Center avenue to Fifth avenue, in said city, upon the property benefited thereby, under the provisions of and in accordance with an Act of Assembly of the Commonwealth of Pennsylvania, entitled, "An Act authorising and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and Court providing for the assessment and collection of damages and benefits, authorizing the use of private property, and providing for filing hens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Council," approved the 14th day of June, A. D. 1887, respectfully report:

That, having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said act, to discharge the duties of their appointment; that having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said act, and having given to the owner of each lot ten days' notice of the Board of Viewers, in the city of Pittsburg, heard all complaints and evidence offered, and having made all modifications and corrections which they deem proper, assessed the cost and expense of constructing said sewer upon the following property

\$1 40. 42 lineal feet 18-inch pipe sewer, \$1 75. 22 lineal feet 20-inch pipe sewer, 2,711 8 22 lineal feet 20-inch pipe sewer, \$2.75. 9 drops, \$50. 9 manholes, \$50. 21,020 pounds castings (Fisher F. & M. Co.) \$1.68. Superintending, engineering, adver-253 14 Superintending, engineering, adver-tising, etc.
Printing ordinance and netices.....

Printing viewers' report.

Making plan and serving notices.....

Viewers' time. \$5,417 44 Robert C. Schmertz (422), 405 feet.

West side—
John L. Dawes, 50 feet.
Carh. Dawes, 50 feet.
David J. Thomas, 50 feet.
Samuel W. Black, 50 feet.
Stephen H. Llovd, 50 feet.
Lottie Jacobs, 50 feet.
Sarah Eisner, 50 feet.
Isabella W. C. Cummings, 100 feet.
John F. Steel, 50 feet.
Jon. Ewing, 50 feet.
Jas. E. Garrigan, 50 feet.
Mrs. M. F. Hipple, 50 feet.
David J. Thomas, 100 feet.
Ida G. Bailey, (54), 38.58 feet.
Henry Lloyd heirs (341), 394.08 feet.
John Farrell, 100 feet.
Kate N. Ruch, 100 feet.
Kate N. Ruch, 100 feet. John Farrell, 100 feet....... Kate N. Ruch, 100 feet...... Henry Lloyd heirs, 100 feet... James King, (278), 300.55 feet.

148 31 148 31 412 30 \$5,417 44 Respectfully submitted, EDWARD JAY ALLEN, DANIEL WENKE, TIMOTHY O'LEARY, JR., PITTSBURG, January 15, 1889. Viewers.

TIEWERS' REPORT-On the construction of a public sewer on Aiken avenue, from Fifth avenue to Pennsylvania the Select and Common Councils of the city

To the Select and Common Councils of the city of Pittsburg:
The undersigned, Viewers of Street Improvements in the City of Pittsburg, appointed by the Court of Common Pleas of Allegheny county, and authorized by an ordinance passed on the 1st day of March, A. D. 1888, a copy of which is hereto attached, to make an assessment of the cost and expense of constructing a public sewer on Aiken avenue, from Fifth avenue to Pennsylvania Railroad, in said city, upon the property benefited thereby, under the provisions of and in accordance with an Act of Assembly of the Commonwealth of Pennsylvania, entitled, "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property, and providing for filing liens and regulating proceedings thereon and prohibiting the use of public streets without authority of Councils, "approved the lists day of June, A. D. 1857; respectfully report

That, having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said act, to discharge the duties of their appointments; that, having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said act, and, having given to the owner of each lot ten days' notice of the time and place of meeting, they met on the lifth day of January, A. D. 1889, at the office of the Board of Viewers, in the city of Pittsburg, heard all complaints and evidence offered, and, having made all modifications and corrections which they deem proper, assessed the cost and expense of constructing said sewer upon the following property, upon each for the amount set opposite the name of the owner thereof, viz.:

Chief of Department of Public Works, statement of cost:
Set lineal feet 15-inch pipe sewer.

ment of cost: 594 lineal feet 15-inch pipe sewer. 1,504 lineal feet 18-inch pipe sewer, \$1 87. Eight drops, \$85. Eight drops, \$65.
Eight manholes, \$55.
Extra work on masonry.
18,345 lbs. castings (to Fisher F. & M. 18.345 lbs. castings (to Fisher, Co.), \$1 68.
Superintending, engineering, adv., etc. Printing ordinances and notices....
Printing viewers' report.
Making plan and serving notices....
Viewers' time. 3,208 19

ASSESSED, Aiken avenue, east side, from Fifth avenue Aiken avenue, east side, from Fifth to Elisworth avenue—
Annie M. Woodward (210), 200 feet.

N. P. Hyndinan, 50.05 feet.
Clara M. Caldren, 45 feet.
Mrs. E. M. Kerfoot et al., 67 feet.
J. T. Hamilton (29), 55.05 feet.
John W. Cooper, 95 feet.
Amelia W. Hamilton (137), 104.66 feet.
Albert Wefing (1.5), 95 feet.
L. L. Wefing (48), 50 feet
David Page (85), 100 feet.
E. H. Pease (48), 50 feet.
Mrs. Glover (24), 25 feet.
Lavinia M. Sunmers (24), 25 feet.
Susfinah Pittock (48), 50 feet
James Onslow (24), 25 feet.
J. Stevens (38), 37.5 feet.
John Dillow (39), 62.5 feet. J. Stevens (38), 37.5 feet.

John Dillow (59), 62.5 feet

George Rothemund (28), 30 feet.

Wm. Ward (48), 50 feet.

H. Decker (95), 100 feet.

Mrs. S. L. Tindle (24), 25 feet.

Mary J. McClain (24), 25 feet.

Jane McClain (48), 50 feet

S. Unger (49), 01, 28 feet

A. C. Morehouse (37), 147 feet.

Thomas Mellon (162), 233 (35 feet

Aiken avenue, west side— Thomas Mellon (182), 233.08 feet.

Alken avenue, west side—
W. E. Hallock (63), 100 feet
P. N. E. Harrison (28), 48.06 feet.

Orin P. Van Metre (34), 46.34 feet.

J. D. Scanlon (63), 60 feet.

Helen M. Brown, heirs (175), 168.12 feet

Jacob T. Keil (177), 148.20 feet.

W. R. Mooney (119), 104.67 feet.

John B. Do le (203), 168.5 feet.

Thos. J. Stevenson (118), 102.33 feet.

Mary Stevenson (109), 95 feet.

Thos. Aiken heirs (119), 95 feet.

Hattie J. Aiken (128), 105 feet.

Thos. Aiken heirs (171), 225 feet.

11 00 Thos. Aiken heirs (371), 323 feet....

OFFICIAL-PITTSBURG. W. H. Denniston (258), 875 feet...... Fifth arenne, north side, from crown to crown—
Mary L. Clark (111), 83.50 feet.
J. T. Hamilton (125), 100 feet.
Alfred Harrison (79), 80 feet.
Alex. Rafferty (63), 15 feet.
A. Lauxterman, rear (51), 80 feet.
John C. Weiderich (557), 328.50 feet.
John Musgrave (123), 118.22 feet.
Howe street, north side, from Aiken avenue to Bellefonte street—
John W. Cooper (88), 191.50 feet.
A. McDonaid (30), 26,94 feet.
W. Miller (60), 53.85 feet.
Bryan McGinnis (60), 53.86 feet.
S. P. Harper (30), 26.93 feet.
Mrs. M. J. Rigdon (30), 26.93 feet.
South side— South side—
Mrs. M. L. Askin, 48 feet.
W. J. Askin, 48 feet.
R. A. Reed, 72 feet.
Mrs. H. H. Horsfall (45), 44.4 feet. Respectfully submitted, EDWARD JAY ALLEN, DANIEL WENKE, TIMOTHY O'LEARY, Jr.

TIEWERS' REPORT-

VIEWERS' REPORT—

On the damages by grade of Linden street, from Penn avenue to P. R. R.

To the Select and Common Councils of the City of Pittsburg:

The undersigned, Viewers of Street Improvements in the city of Pittsburg, appointed by the Court of Common Ple: s of Allegheny county, and authorized by petition referred on the 10th day of December, A. D. 1888, a copy of which is hereto attached, to appraise the damages sustained in the grading of Linden street, from Penn avenue to P. R. R., in the city of Pittsburg, and make an assessment therefor under the provisions of and in accordance with an Act of Assembly of the Commonwealth of Penn-ylvania, entitled, "An Act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes and alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a board of viewers of street improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets, without authority of Councils," approved the 14th day of June, A. D. 1887, respectfully report:

That, having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said act, to discharge the duties of their appointment; and having given the notices required by said act, they viewed the premises and heard all the allegations and evidence of the several parties claiming damages, and after full consideration thereof, made a true and conscionable appraisement of the same; that, after ascertaining the whole amount of damages, they made an assessment of the same upon the properties benefitted by said act, and having given to the owner of each lot ten days' notice of the time and place of meeting, they met on the 8th day of January, A. D. 1889, at

tively, viz: EXPENSES. 10 00 \$70 50 Linden street, east side from Penn avenue to P.— Imhoff, 90, 179,14 feet. Imhoff, 81, 142,67 feet. Imhoff, 123, 172 feet. Simen, 82, 143,64 feet. Simen, 87, 141,37 feet. Simen, 77, 141,37 feet. Simen, 52, 104,72 feet. D. Simen, 111, 222.71 feet... D. Simen, 18, 243.64 feet... D. Simen, 77, 141.37 feet...

\$70 50 espectfully submitted, EDWARD JAY ALLEN, DANIEL WENKE, TIMOTHY O'LEARY, Jr., S TTSBUEG, January 22, 1889. Viewers. A N ORDINANCE-AUTHORIZING THE

construction of a sewer on Miller street, im Center avenue to Reed street. Section 1—Be it ordained and enacted by the from Center avenue to Reed street.

Section 1—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assemuled, and it is hereby ordained and enacted by the authority of the same. That the Chief of the Department of Public Works be and is hereby authorized and directed to advertise in accordance with the Acts of Assembly of the Commonwealth of Pennsylvania, and the ordinances of the city of Pittsburg relating thereto and regulating the same, for proposals for the construction of a pipe sewer is inches in diameter on Miller street, from Center avenue to Reed street, connecting with sewer on Reed street and Center avenue, if required, or either of said sewers, thence along Howe street to Aiken avenue. The contract therefor to be let in the manner directed by the said acts of Assembly and ordinances. The cost and expense of the same to be assessed and collected in accordance with the provisions of an act of Assembly of the Commonwealth of Pennsylvania, entitled, "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plan of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for fining liens and regulating proceedings thereon, and prohibiting the use of public streets without anthority of Councils," approved the litt day of June, A. D. 1887.

A N ORDINANCE-AUTHORIZING THE opening of Howard alley, from Thirty-fourth street to a point 67 feet eastwardly therefrom to line of property formerly of Thomas Howard.

Section 1-Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the saine, That the Chief of the Department of Public Works the Chief of the Department of Public Works be and is hereby authorized and directed to cause to be surveyed and opened within sixty day from the date of the passage of this ordinance Howard alley, from Thirty-fourth street to a point 67 feet castwardly therefrom to line of property formerly of Thomas Howard at a width of 20 feet, in accordance with an ordinance locating the same, approved December 14, 1888. The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an act of Assembly of the Commonwealth of Pennsylvania, entitled "An act authorizing and directing Councils of cities of the second class to provise for the improvements of streets, lanes, recting Councils of cities of the second class to provide for the improvements of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a board of viewers of street improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of priviate property and providing for filing liens and regulating proceedings thereon and prohibiting the use of public streets without authority of Councils," approved the 14th day of June, A. D. 1887.

AN ORDINANCE—AUTHORIZING THE opening of Bayard street, from Boquet street to Decoto street.

Section 1—Be it ordained and enacted by the city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the Chief of the Department of Public Works be and is hereby authorized and directed to cause to be surveyed and opened within 80 days from the date of the passage of this ordinance, Bayard street, from Boquet street to DeSoto street, at a width of 80 feet, in accordance with a plan on file in the Department of Public Works, known as the "City District Plan." The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act authorizing and directing Councils of cities of the second class to provide entitled "An Act authorizing and Councils of cities of the second class to provide Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, re and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, grapting appeals to Councils and Court, providing for the assessment and collection of dumages and benefits, authorizing the use of private property and providing for filing liens and regularing proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the lith day of June, A. D. 1887.

DEPARTMENT OF PUBLIC WORKS,
220 28

So 06

Teports of Viewers on the construction of
sewers on Nineteenth street, from Penn avenue
to the Allegheny river; Linden and McPherson
streets, from Edgerton avenue to Fifth avenue
extension; Our alley from Steverson street to
20 01
181 42
20 31
from Westminster street, from Penn
from Westminster sireet to a point near Elmer
from Westminster sireet to a point near Elmer
street, have been approved by Councils, which
action will be final, unless an appeal is filed in
the Court of Common Pleus within ten (10)
days from date.

E. M. BIGELOW.
162-22 Chief of Department of Public Works.

OFFICIAL—PITTSBURG.

A N ORDINANCE—AUHORIZING THE opening of Melwood street, from Thirty third street to the west line of Denny property. Section I—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authorized and directed to cause to be surveyed and opened within 69 days from the date of the pessage of this ordinance. Melwood street, from Thirty-third street to the west line of the Denny property, at a width of 50 feet, in accordance with a plan on file in the Department of Public Works, vol. 5, pages 366 and 257, and known as plan of Reneman & Dickson et al. The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act authorizing and directing Councils of cities of the second class to provide for the improvements of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the aspesiment and collection of damages and benefits, authorizing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property, and providing for filing liens, and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the lath day of June, A. D. 1887.

A opening of Benlah street, from Summer OFFICIAL-PITTSBURG.

without anishority of Councils," approved the leth day of June, A. D. 1887.

A opening of Benlah street, from Summer street to Pionic street, formerly Ormsby lane.

Section 1—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the Chief of the Department of Public Works be and is hereby authorized and directed to cause to be surveyed and opened within 60 days from the date of the passage of this ordinance. Benlah street, from Summer street to Pionic street, formerly Ormsby lane, at a width of 40 feet, in accordance with an ordinance locating the same, approved February 5, 1885, and recorded in Ordinance Book, vol. 4, page 549. The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an act of Assembly of the Commonwealth of Pennsylvania, entitled "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highway, sewers and sidewalks, requiring plans of streets, providing for the appointment of a board of viewers of street improvements, prescribing their dutles, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property, and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the 14th day of June, A. D. 1857.

AN ORDINANCE—AUTHORIZING THE A opening of Boquet street from Fifth avenue to Bavard street.

Section 1—Be it ordained and enacted by the city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the Chief of the Department of Public Works be and is hereby authorized and directed to cause to be surveyed and opened within 60 days from the date of the passage of this ordinance. Boquet street, from Fifth avenue to Bayard street, at a width of 50 feet, in accordance with an ordinance locating the same, approved December 30, 1887, and a plan on file in the Department of Public Works. The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an Act of Assembly of the Commonwealth of Pennsylvania, entitled "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lancs, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their dutles, granting appeals to Councils and court, providing for the assessment and collection of damages and benefits, authorizing the use of private property, and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the 14th day of June, A. D. 1887.

A N ORDINANCE-AUTHORIZING THE A N ORDINANCE—AUTHORIZING THE opening of Woolslair alley, from Meteor alley to Fortieth street.

Section 1—Be it ordained and enacted by the city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the Chief of Department of Public Works be and is hereby authorized and directed to cause to be surveyed and opened within 60 days from the date of the passage of this ordinance, Woolslair alley, from Meteor, alley to Fortieth street, at a width of 20 feet, in accordance with a plan on file in the Department of Public Works, known as a plan of streets in Woolslair property, Sixteenth ward, approved by Councils December 21, 1874. The damages caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an act of Assembly of the Commonwealth of Pennsylvania, entitled, "An Act authorizing and directing Councils of cities of monwealth of Pennsylvania, entitled, "An Act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the 14th day of June, A. D. 1857. fel AN ORDINANCE-AUTHORIZING THE opening of Denver street from Desse

A norphinance—AUTHORIZING THE
street to Craig street.
Section I—Be it ordained and enacted by the
city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and
enacted by the authority of the same. That
the Chief of the Department of Public Works
be and is hereby authorized and directed to be and is hereby authorized and directed to cause to be surveyed and opened within 60 days from the date of the passage of this ordinance. Denver street, from Dover street to Craig street, at a width of 30 feet, in accordance with wi h a plan on file in the Department of Public Works, known as Charles Colton's plan of lots, situate in the Thirteenth ward, recorded in Plan book, Vol. 4, page 244. The damage caused thereby and the benefits to pay the same to be assessed and collected in accordance with the provisions of an Act of Assembly of the Commonwealth of Pennsylvania, entitled, "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanca, allevs and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of street improvements, highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of street improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets without authority of Councils," approved the 14th day of June, A. D. 1887. fel N ORDINANCE-AUTHORIZING THE A N ORDINANCE Avenue, from its inter-section with Fifth avenue to the city line, in the

Twenty-first and Twenty-second wards of Pittsburg.

Section I—Be it ordained and enacted by the the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That Penn avenue, from its intersection with Fifth avenue to the city line, in the Twenty-first and Twenty-second wards of said city, shall be and the same is hereby ordered to be repayed. Provided, however, that the owners of property along the line of said improvement, between the points herein named and designated, shall pay their proportionate share of the one-half of the cost of said improvements as stipulated in their petition for the same. Twenty-first and Twenty-second wards of Pitts

NOTICE IS HEREBY GIVEN THAT THE DEPARTMENT OF PUBLIC WORKS, ? NOTICE IS HEREBY GIVEN THAT THE reports of Viewers on the opening of Beeler street, from Wilkins avenue to Forbes avenue; Glenwood avenue, from Second avenue to Lot 38 in Plan of Upper Glenwood, and Dellas avenue, from Irwin avenue to Forbes avenue, have been approved by Councils, which action will be final, unless an appeal is filed in the Court of Common Pleas within ten (10) days from date.

E. M. BIGELOW, 164.92 Chief of Department of Public Works. days from date. E. M. SIGELOW, fe2-22 Chief of Department of Public Works.

A N ORDINANCE—REPEALING AN ORDINANCE entitled "An ordinance authorizing the opening of Boquet street, from
Fifth avenue to Alliquippa street," approved
March 1, 1888.

Section 1—Be it ordained and cnacted by the
city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and
enacted by the authority of the same, That an
ordinance entitled, "An ordinance authorizing
the opening of Boquet street, from Fifth avethe opening of Boquet street, from Fifth are nue to Alliquippa street," approved March 1, 1888, be and the same is kereby repealed. fel

Are the Best IN THE ESSENTIAL QUALITIES OF Durability, Evenness of Point, and Workmanship. Samples for trial of 12 different styles by mail, on receipt of 10 cents in stamps. Ask for card No. IVISON, BLAKEMAN & CO., 753 Breadway